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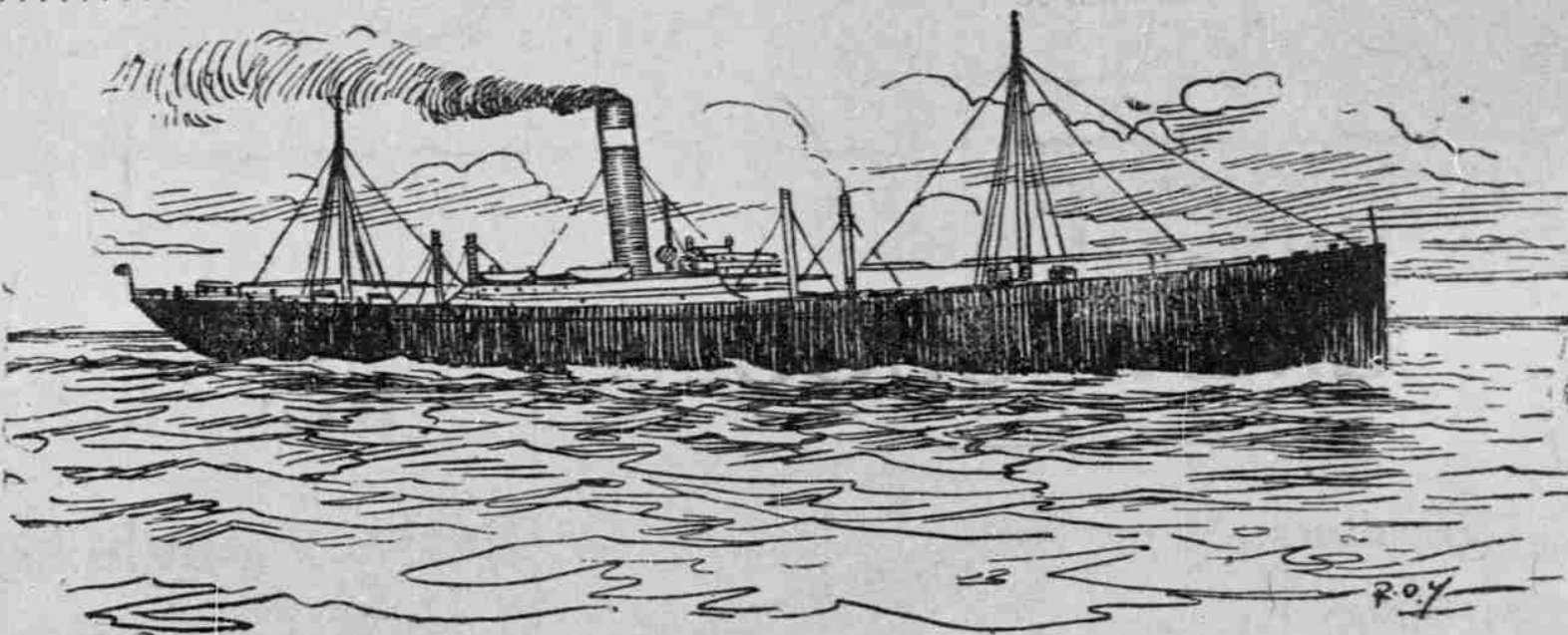
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NEWS OF THE WATERFRONT.



NEW OIL BURNING STEAMSHIP NEVADAN, CAPTAIN WEEDON.

This new steamship of the American-Hawaiian line concluded her maiden run to Honolulu yesterday on schedule time. She is of 2950 tons net register, forty-six feet beam, thirty-four feet eight inches deep, and has a capacity for 6500 tons of sugar.

New Oil Steamship Nevadan Arrives in Port After Successful Maiden Trip From San Francisco.

The new American-Hawaiian steamship Nevadan, Captain Weedon, arrived in Honolulu at noon yesterday after accomplishing a rather novel feat in over-sea voyaging. She was constructed to use coal in firing her boilers, but on her arrival in San Francisco after her maiden run from New York she was fitted with oil burners and now consumes the product which is calculated to revolutionize several things in the way of ocean freight and passenger traffic.

The Nevadan brought three days' later mail from San Francisco.

When the vessel was fitted with oil burners in San Francisco and her tanks filled with 4400 barrels of oil everyone expected that she would take a trial spin about the bay "to see how it worked." But no such thing was done. When the vessel was ready to put to sea a week ago Saturday she just backed away from the wharf and steamed straight out of the Golden

Gate for Honolulu. Many people were on the wharf to see the oil steamer depart and there were many misgivings as to the luck the vessel would have on the trip. People were heard to say: "She'll be back in a couple of days." "They don't know what they're up against," and "If she has the luck to be picked up by a coal-burning steamer we may see her again." But despite all these apprehensive remarks the vessel arrived here safely on scheduled time.

When asked what kind of a trip he had, Captain Weedon said: "Well, you notice how clean all our decks, deck houses, winches, and everything else are. This oil is a great success. There's no dirt from the funnel and our work is easier. We have six less men in our stokehole now that the oil burners are in. We could have traveled much faster by burning more oil, but it was not necessary. During the first part of our trip we burned a little more oil than was expected, as we were not familiar with its use, but since then we have actually used less than we were scheduled to. We have some 4400 barrels on board—sufficient for twenty-two days' steaming." Everyone on the steamer was unanimous in praising oil as a fuel for getting steam up at sea.

While in San Francisco there was much comment in shipping circles over the work of the Nevadan in getting her fuel aboard for the voyage to Honolulu and return. On her way from New York to San Francisco the Nevadan was a coal burner and at Coronel she ceased for the completion of her voyage to "Frisco." It took two whole days to fill her bunkers there, yet at the Golden Gate it required only five hours to transfer the 4400 barrels of oil into her tanks, and this work involved no soiling of decks or very hard work by her crew. Forty-three hours were thus saved in the time of taking oil fuel aboard as compared with the time required to coal for a voyage of a corresponding length. This is an important item to a steamship company.

The Nevadan was launched about six months ago. She is of 2950 tons net register and can carry about 6500 tons of sugar. She is 360 feet long, has a 46 foot beam, and is thirty-four feet eight inches deep.

Constructed solely with a view of meeting the requirements of the trade between Honolulu and San Francisco the Nevadan is one of the finest freighters running to these islands. Besides the large amount of general cargo she is expected to carry each trip from the Coast for Honolulu the vessel expects to carry a great deal of perishable goods as she has a first class cold storage plant.

On her maiden trip to Honolulu the vessel has about 3000 tons of general cargo, including fruit, vegetables and meat in her cold storage. Owing to the fact that the Alameda's cold storage broke down in San Francisco and that she was unable to carry her usual supply of iced delicacies for the Honolulu market this cargo of cold storage stuffs on the Nevadan is particularly welcome at this time.

The Nevadan carries all told a crew of about forty. Her officers are: Captain Weedon; chief officer, J. P. Petersen; second officer, J. S. Tollett; third officer, George R. Lauriat; purser, W. R. Wright; chief engineer, John Mitchell, and first assistant engineer, Thomas Selfridge.

On Thursday night the Nevadan will sail to Kahului, where she will discharge general cargo and take in sugar. The vessel sails from Honolulu for San Francisco direct on August 9, and her next sailings from San Francisco to this port will be on August 28 and October 9, while the new steamer Nevadan will leave San Francisco on October 20 on her maiden voyage to this port. The Nebraskan and Nevadan will thus keep up a regular service for Honolulu, leaving the Coast every twenty-one days for this port.

The vessel is docked at the Railroad wharf, where there have been a string of sightseers to look her over since arrival.

Vessels Bound Here Spoken.

The American ship Erskine H. Phelps Captain Graham, which is now out 79 days from Norfolk for this port, was spoken on June 3, in latitude 7 north and 27 west. On July 5, in latitude 27 north and longitude 20 west, the French bark Anne de Bretagne from Penarth for Honolulu was spoken. The bark left Penarth on June 19.

Wallacetown Can Be Repaired.

London, July 18.—The Italian ship Wallacetown, from London for Honolulu, which put into Callao on July 3rd damaged, as before reported. Her cargo is apparently in good condition.

HOW TO MAKE "THE DOCTOR"

Shipmaster Has a Novel Drink and a Story to Tell.

When two old sea dogs get together there's bound to be something doing.

Captain Borreson of the Norwegian bark Aeolus has been a skipper for twenty-eight years and during that time has been to almost every hole and corner of the earth, while Captain Mollstead of the American schooner Jane L. Stanford has visited nearly every part of the globe. Therefore when this pair foregathered in the cabin of the Aeolus for afternoon tea on Saturday there was a good bit of yarning done.

Captain Borreson first initiated his friend into a novel style of drink. He offered to bring along what is termed "the doctor" among Norwegian men of the sea. This was made in the following manner. The steward brought two cups of hot coffee. A liberal supply of sugar was put in each cup and then a nobbler of French cognac was poured into each. This "Norwegian cocktail" is probably the nicest little drink that a worthy skipper could drink, and Captain Mollstead said so. Each man had only one drink, but this is a particularly wet drink.

The skipper of the Jane L. Stanford told a fish story—or rather a story about fish. He was at Santiago de Cuba in 1874 and in a little bay there saw a queer method of fishing. Two niggers would get in a large boat out in the bay and by thumping on the bottom of the boat with their feet induce all manner of fish to come around and hear the music. As the "music" got faster the fish tried a substitute for dancing by jumping right over the boat and as they jumped over were knocked into the bottom of the boat by the negroes. In this way they secured a boat load.

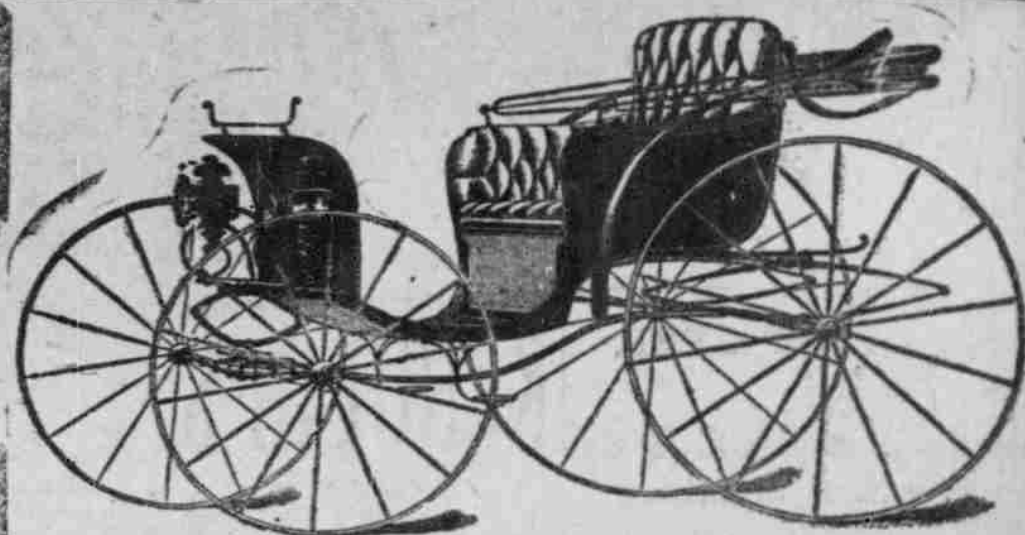
"You may not believe it, captain," said Skipper Mollstead, "but it's as true as a Dutch Bible."

Captain Borreson rolled back his big blue eyes and tugged away at his trouser braces. In a moment he had got his bark into the wind and he told of some exciting adventures in a Haytian port. It was in 1872 and the negroes on Hayti seemed to be a rather fanatic lot. The captain took a cargo out to the West Indies, discharging it at a small port on Hayti. Just as he had finished discharging his stevedores refused to work any longer as the fete days were approaching and during these times the niggers did no work, but spent their time drinking rum and indulging in religious rites. The captain knew nothing of these religious practices and commenced taking in ballast, using his own crew for the work in hand. They had not been working long when the niggers appeared with a dummy rag man which they called Judas. They were all drunk and declared that they would put an end to "Judas" because he had offended the Lord—at least the "scripters" said so. They put the dummy up on the dock and commenced shooting at it. Bullets of all sizes swept over Captain Borreson's ship and he and the crew took to the hold for safety. The natives kept up the shooting all day long and the ship's crew had to remain below. When night came over the scene the captain returned to the deck of his vessel and found all quiet. But his ship had been riddled with bullets. A short time later the natives returned and said it didn't do "no good to shoot" as they couldn't destroy a rag man "Judas" that way. So they set fire to the rags and remained dancing and singing hymns about this fire all night. "We got away the next day," said the skipper, and I have never had any desire to return there."

Both skippers went out, clambered over the side of the Aeolus and went up town for a walk.

The Pacific Mail Company.

NEW YORK, July 18.—The annual report of the Pacific Mail Steamship Company is disappointing. An unfavorable report has been anticipated, but it had hardly been expected that the total income would show a falling off of \$1,941,000, or about 50 per cent. This decrease was largely the result of the termination of the company's contract with the Panama Railroad Company, which has recently been renewed. There was a decrease in the operating expenses of about \$500,000, which brought down to \$308,000, which, however, compares with a surplus for the previous year of \$155,820. It is understood that Mr. Tweed asked to be relieved of the duties of the presidency, because of his numerous other interests. That was why E. H. Harriman, of the Southern Pacific Railway, was named as his successor.



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